

16
RAILWAYS.

Retrenchment Is the
Order on Santa Fe

A VIGOROUS POLICY IN THAT DI-
SECTION SEEMS TO HAVE
BEEN INAUGURATED.

CONVENTION RATES.

TEXAS AND PACIFIC ANNOUNCED
ITS FIGURES YESTERDAY.

Proposed Passenger Pool to Come
Up at St. Louis-Texas Western
Suspend Operations.

The policy of the new management of
the great Atchison, Topeka and Santa
Fe system appears to be vigorously to
ward retrenchment and reform. Many
changes have been made and each
of them is evidently induced by the de-
sire to bring the running expenses
of the great system down to the lowest
point consistent with good service.

It is said that all the officials of the
system will accept a reduction of 10
per cent. on their salaries beginning
March 1, and such action may be ac-
cepted as a pretty safe indication that
the reduction will not stop at this
point, but may extend to the smaller
fray.

So far not many changes have been
inaugurated on the Gulf, Colorado and
Santa Fe, which is the Texas and In-
dian Territory division of the system,
with the exception of the abolition of
some minor positions. There exists an
apprehension, however, that the new
edge of the pruning knife will be felt
severely in this state as soon as the
management can arrange to give the
Gulf division attention.

The Atchison is the greatest system
of railways in the world, embracing
more than 12,000 miles before the pro-
cess of dismemberment was begun.
Many are of the opinion that the
great mileage was responsible entirely
for the financial straits to which the
road was reduced, as its bulk rendered
it too unwieldy to be handled to ad-
vantage. It is now believed, however,
that the new management will bring
the Atchison entirely out of the links,
so to speak, and that the changes and
reductions recently inaugurated mark
the beginning of a vigorous policy
of retrenchment and reform.

WILL COME UP TUESDAY.

Final Effort Will Be Made at St.
Louis to Settle Passenger Row.

There will be another meeting of the
Southwestern Passenger committee at
St. Louis Tuesday for the purpose of
making some disposition of the row
precipitated by the Cotton Belt in its
demand for a differential.

The plan of settlement embodied in
a resolution that strongly attacks a
division of passenger traffic between Mis-
sissippi and Missouri, after gateway
and Texas junction points.

It is understood that the Southern
Pacific, Houston and Texas Central
and perhaps other lines interested, look
upon the proposition unfavorably on
account of the belief that it is contrary
to law, and the result of the meeting
is consequently largely problematical.

RETAINED FROM BUSINESS.

The Texas Western, from Houston
to San Antonio, Suspend Operations.

It is said that the Texas Western, a
little narrow gauge, which has hereto-
fore been operated about twice a week
on an average, between Houston and
San Antonio, has finally determined to
close up shop and retire from business.

This little line, which it was origi-
nally chartered years ago, was projected
through about half the counties of
the state, but from some cause it seemed
to get off on the wrong leg, and
was never extended any farther than
San Antonio. It is understood that it has
never at any time proved paying prop-
erty.

SANTA FE SPECIAL.

Makes Forty-Five Miles an Hour Be-
tween Fort Worth and Topeka.

Yesterday morning a fleet glimpse
was had of a Santa Fe special in this
city, bound for Topeka via San An-
tonio. The special contained George
R. Peck, formerly general counsel of
Atchison, Topeka and Santa Fe,
but now of the Chicago, Milwaukee and
St. Paul, and the chief surgeon of the
Atchison system.

Mrs. Peck is lying seriously ill at
San Antonio, and the special was
run to carry the husband and surgeon
to her bedside. The train left Topeka
Friday night at 8 o'clock and arrived
in this city at 9 o'clock on the rate
of forty-five miles an hour. The train
was expected to reach San Antonio at
5 o'clock yesterday evening.

RATES TO THE CONVENTION.

Texas and Pacific Named Its Fig-
ures Yesterday.

Yesterday General Passenger Agent
Gaston Mosler of the Texas and Pa-
cific, issued a circular giving the rates
ever that line to the great cattlemen's
convention which meets in this city
on March 10.

The Texas and Pacific makes a one-
fare rate with a maximum of \$5 out of
Fort Worth to Texas. On the Rio
Grande division the one fare rate will
prevail.

General Livestock Agent J. L. Pen-
nington of the Santa Fe, was seen yester-
day and stated that it was his un-
derstanding that the Santa Fe would
also put on the \$5 maximum rate.

RAILROAD CHANGES.

Several Retirements Will Take Place
on the Atlantic and Pacific.

San Francisco, Cal., Feb. 22.—Re-
ceiver C. W. Smith of the Atlantic and
Pacific railway, has inaugurated a
system of retrenchment. He spent
several days here this week and made
several changes, to take effect March 1.
John M. Burne, general passenger
agent, will be retired. The general
freight agent in this city will be
abolished. H. C. Bush, at present
freight agent, will be given the title
of general agent of the freight agent

of the freight and passenger depart-
ments. John Trustew, assistant pas-
senger agent, will also be retired. The
general office of the freight and pas-
senger departments will in future be
located at Albuquerque, N. M.

Receiver Smith has gone to Albuquer-
que, where further retrenchment will
be made.

THE KATY'S MOUL.

Built at Denton and Placed on the
Southern Division.

Denton, Tex., Feb. 22.—(Special.)—
Engine No. 25 of the Missouri, Kan-
sas and Texas, having larger wheels
than any in the South, tomorrow will
be sent to the Galveston, Houston and
Henderson, between Houston and Gal-
veston for service on the Katy flyer.

The big machinery, which is said to be
capable of making sixty miles an hour,
with the usual passenger trains, was
built at the shops in this city.

BATTLE OF THE RAIL.

A. R. Jones, general livestock agent
of the Katy, departed yesterday for
Houston.

J. R. Tattle, traveling passenger
agent of the Union Pacific, came in
yesterday.

W. A. Dashiell, traveling passenger
agent of the Texas and Pacific, was in
the city yesterday.

J. H. White, superintendent of the
Cotton Belt, was here yesterday from
Comanche.

R. D. Yankum, assistant livestock
agent of the Santa Fe, is in from a trip.

W. L. Chew, of the legal department
of the Texas and Pacific, was here
yesterday.

R. R. Price, superintendent of tele-
graph of the Texas and Pacific, returned
to Dallas yesterday.

S. R. Hovey, vice president and gen-
eral manager of the Rock Island, has
returned from a trip north.

Colonel Poole, superintendent of the
Rock Island, is the father of a fine boy.

The Texas and Pacific pay car went
west yesterday.

Page Harris, general livestock agent
of the Texas and Pacific, has returned
from a business trip out on the Katy.
The reorganization proceedings of the
Fort Worth and Denver are said to
be proceeding smoothly and will soon
be consummated.

Yesterday was a holiday, and there
was no much movement among rail-
way people. The general offices, while
transacting business of a routine na-
ture, bore a sort of a lull-like-to-be-
away air.

Excursion Rates to Memphis, Tenn.

For meeting of the Southern Lumber
Manufacturers' association to be held at
Memphis, Tenn., February 18 to 21,
a rate of one fare to Texas, Kansas, ad-
ded to rate of \$3.50 from that point will
apply from all stations in the state of
Texas on lines of the Texas and Pa-
cific railway.

From points in Louisiana the rate
will be one lowest first-class limited
fare for the round trip.

Tickets will be sold from all stations
February 16, 17 and 18, limited for re-
turn to February 28.

Apply to your nearest ticket agent for
any further information.

GASTON MOSLER,
General Passenger and Ticket Agent,
Dallas, Tex.

The Great Gold Mining Camps of
Colorado

Are reached via the Fort Worth and
Denver City railway shortest, quick-
est and best line. No change of cars
Texas to Colorado.

Full information, rates, etc., furnished
by:

E. S. BEARD,
City Passenger and Ticket Agent, Fort
Worth, Texas.

Reduced Rates to Houston, Texas,
Account Dallas Springs.

Until further notice the Cotton Belt
Route will sell round trip tickets be-
tween Houston, Tex., to point on our line
thirty miles southwest of Texas, Kansas,
at the rate of one and one-third fare
for the round trip. Tickets limited to
thirty days from date of sale. Call on
your nearest agent for tickets. S.
G. Warner, General Passenger Agent.

COURT OF CIVIL APPEALS.

Second Judicial District, Fort Worth,
February 22, 1906.

The following business was trans-
acted yesterday in the court of civil
appeals.

Cases submitted—George E. Block-
man vs. Robert Houshale & Son et al.,
from Willbarger; J. E. Cross et al. vs.
R. E. Klein et al. from Taylor; Ward Halsey
vs. Cleaves & Fletcher, from Cooke;
J. M. McChary vs. the City of Com-
anche, from Comanche; Southern
and Denver City Railway company vs.
Fletcher, from Willbarger;

W. H. Campbell vs. Mrs. H. M. Jen-
kins, from Houston; Thomas C. Allen
et al. vs. Rebecca P. Attaway et al.,
from Briscoe; John R. Wood et al. vs.
R. L. Casselberry et al., from Will-
barger; R. M. Malone et al. vs. D. E.
Kennedy, from Wichita.

Cases decided—L. C. Barrett vs. W.
H. Featherstone et al. from Clay, af-
firmed; Hunter et al. vs. R. E. Klein
et al. from Taylor; J. E. Cross et al.
vs. R. E. Klein et al. from Taylor;
Wichita, affirmed; Kelly Grain com-
pany vs. F. M. English, from Will-
barger; reversed and remanded;

James Stump, from Denton, affirmed;
E. L. Saunders et al. vs. Charles Ben-
son, from Archer, affirmed;

Louis Smith et al. vs. J. E. Klein et al.,
from Archer, affirmed; Fort Worth
and Denver City Railway company et al.
vs. Fletcher, affirmed; Mitchell et al.
vs. R. H. George et al. from Houston,
affirmed.

The following cases were set for
submission on March 14:

F. J. Barrett, county judge, vs. E.
W. Coleman et al. from Clay; W. M.
Coleman et al. vs. C. Davis et al.,
from Jack; G. W. Burkett et al. vs.
M. A. Tyman et al. from Tarrant;

Texas and Pacific Railway company
vs. Keating Ironworks and Machine
company vs. Favorite Carriage com-
pany, from Tarrant; P. P. Morgan et al.
vs. St. C. Finnell et al. from Haskell;

E. DeWitt et al. vs. E. E. Chilton,
from Comanche; J. T. Colton vs. Frank
Hicklin, from Parker.

The Great Tobacco War.

New York Herald.
The head of one of the largest St.
Louis manufacturers of plug tobacco
said today: "About two years ago we
put on the market a brand of plug to-
bacco, and when we figured it up, we
found we had lost just seven cents a
pound. Battle Ax Plug Tobacco, I am
told, sells for one cent per pound less
than our brand, which would make a
loss on it nine cents per pound. "Battle
Ax," however, is superior to the one
we put out, and much cost more to
manufacture. Twenty million pounds
of Battle Ax plug tobacco were sold, on
which I believe there must have been a
loss of at least ten cents a pound, so
on this item alone, there seems to
have been a loss of \$2,000,000.

From the above statement of a large
plug tobacco manufacturer, who evi-
dently knows what he is talking about,
it would seem to us that the only one
who is benefiting by the Tobacco War
is the man who sells "Battle Ax," for
he is certainly getting the full worth of
his money every time he buys it.

LIVESTOCK.

Annual Convention to
Be a Hummer.

ADVICES ARE TO THE EFFECT
THAT ATTENDANCE WILL BE
USUALLY LARGE

MIDLAND MEETING

WILL WORK TO THE INTERESTS
OF TEXAS STOCK RAISERS.

The General Market Yesterday Five
Cents Higher—Local Notes of
the Stock Yards.

The outlook for the great annual
gathering of the live-stock class in
this city on March 10 is considered
bright and very promising. Those
who are interested in the success of the
convention say that the indications for a
full and representative attendance are
most excellent and that it will be the
largest meeting and the best meeting
in the history of the association.

These great annual conventions of
the live-stock interests of Texas have
come to be looked forward to with
much interest. Aside from the trans-
action of routine business and bringing
the stockmen in closer touch with each
other, these great annual gatherings
have become much of an immense mar-
ket time. They mark the inauguration
of the spring movement of cattle, and
the big trades of the year are nearly
always made on these occasions.

The convention men come down from
the great live-stock centers, and mix
and mingle with the producers, en-
abling them to make arrangements for
necessary capital to keep the ball
rolling for another season. Purchasers
come down from the Northwestern
states and territories, all on the look-
out for Texas cattle. Railway men are
also here, and it may be truly said that
these annual events mark a most im-
portant period in the beginning of op-
erations of the new year.

Fort Worth is essentially the home
of the cattlemen. Here he is always
upon his native heath, and there are
but few cattlemen within the confines
of this great state who have not a warm
spot in the heart for the place. The
panther laid down. It is gratifying to
Fort Worth to realize that the out-
look for the great convention is so
bright, and the promise so good, that
all who come shall be treated with the
true Fort Worth hospitality. And it is
not necessary to say more, for all
stockmen are fully aware of what that
means.

CONFIDENT OF BELIEF.

Commissioner Tullis Thinks the Old
Line Will Be Restored.

W. B. Tullis of Quanah, a member of
the live-stock association, who arrived
in yesterday afternoon from Midland,
where he had been to attend the meet-
ing of stockmen, held on Friday. Mr.
Tullis says that a good meeting was
held, with probably an attendance of
fully two hundred. The sole object
of the meeting was to take some ac-
tion relative to the Vicksburg cattle
case. The cattlemen here are all in
favor of the restoration of the old line,
and Mr. Tullis believes that the govern-
or is now in Washington will lay
the matter before the legislature of
agriculture in such plain and unmis-
takeable language that that official will
be convinced that the Texas cattlemen
mean to strictly enforce the state law,
and that he will then, according to his
own proclamation, replace the federal
law where it has been of the opinion that
this would be done eventually and he
feels now that the restoration will be
soon enough to prevent any serious
interference with the trade of the
Northwest. At any rate, he hopes so,
for he declares that for the present
quarantine regulations to remain in
effect would result in bankruptcy for
a number of Panhandle cattlemen,
while, on the other hand, he says the
enlargement would result in a
very immediate advance in the year-old
Panhandle steers of \$5 per head.

One man has already undertaken to
violate the state law, reports Mr. Tul-
lis, by passing cattle over the line, but
he was prevented, although it was not
the very next day after the law went
into effect.

THE MIDLAND MEETING.

Cattlemen Think It a Splendid Move
in the Right Direction.

That the meeting at Midland last
Friday in which the live-stock men had
a conference with reference to the new
quarantine regulations will redound to
the good interests of all concerned is
believed. In Secretary Morton's
proclamation he almost as much as
said that if ample assurance were given
that the line as it formerly stood would
be protected and maintained by local
authorities, that it would be possible
to have the line re-established. Now that
the cattlemen have each taken a bind-
ing obligation to aid in maintaining the
law and use all possible means to
prevent the violation of it, it is be-
lieved that the Vicksburg cattle case
to Washington, sufficient pressure will
be brought to bear to have the matter
properly adjusted. Should Secretary
Morton and the cattlemen agree, the
convention would be a great success,
and it is thought that this will be the
result.

YESTERDAY'S MARKET.

Hogs Were Five Cents Higher and
Cattle Steady.

Owing to the very depressing condi-
tion of the weather everything was
quiet at the stock yards yesterday.
Only five cars of hogs were received,
but the market was stronger and five
cents higher than the day before. Top
hogs were selling for \$15.50 and \$17.50,
stockers and feeders \$12.50 to \$14.50; medium
hogs, \$14.00 to \$15.00.

The cow market was slow and not so
active as during the first part of the
week. The receipts were six cars, and

all of them from Roswell. The quota-
tions were as follows: Fat cows, \$2.50
to \$3.00; medium, \$1.50 to \$2.00; bulls, \$1.50
to \$2.00; beef steers, \$2.00 to \$2.50; good feed-
ers, \$1.50 to \$2.00; veal calves, \$1.50 to \$2.00.
There were also on the market one
car of horses and mules mixed.

MARKET TATTLE.

Hogs were five cents higher yesterday.

Two cars of horses and mules at the
yards yesterday.

This has been a big week at the
slaughter house. Over 4000 hogs and
300 cattle slaughtered.

P. J. Gill was in with a car of hogs
from Taylor yesterday.

J. S. Brown of Wichita Falls had a
car of horses and mules on the market
yesterday.

M. R. Birdwell of Mineral Wells was
registered at the stock yards yester-
day.

Concho Cattle company of Roswell
were in yesterday with two cars of
cattle.

J. F. Hinckle of Roswell had two
cars of cattle here yesterday.

Penasco Cattle company had two cars
of cattle at the yards yesterday from
Roswell.

W. C. Roy of Austin, a well known
cattle dealer of the Capital City, was in
the city yesterday.

Sol Meyer of Dublin was in the city
yesterday.

W. K. Edmunds was in from the
country with a car of hogs yesterday.

Louis Watkins of Mansfield had a
car of hogs at the yards yesterday.

D. D. Swearingen of Quanah was in
the city yesterday.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

Frank Witherspoon of Peard county,
was in the city yesterday.

P. M. DeVitte sold 10,000 sheep which
were shipped to Dublin for feed this
week.

A great many cattlemen are staying
away with the expectation of coming
to the convention.

G. S. White of Weatherford, former-
ly of Quanah, was in the city yester-
day.

DONT GET LEFT
THE KATY FLYER
A NEW FAST TRAIN
VIA
THE
MKT
AND
THE MOST SUCCESSFUL
THE ONLY SELECT.

FIRST CLASS SERVICE
TO
ST. LOUIS
CHICAGO
WITHOUT CHANGE.

THE CASEY-SWASEY CO.,
INCORPORATED.

WHOLESALE LIQUORS AND CIGARS

Corner Ninth and Jones Streets, Fort Worth, Tex.
Quotations Cheerfully and Promptly Furnished

ESTABLISHED 1875.
ST. JAMES MILITARY
ACADEMY

MACON, MO.
THE BEST
THE OLDEST
THE MOST SUCCESSFUL
THE ONLY SELECT.

For Catalogue and Terms address Col. W. F. BLESS, Sup't, Macon, Mo.

HOTEL RICHELIEU,
Cor. Fifteenth and Main Sts
FORT WORTH, TEX.

JAMES MELLOWN
Manager.
RATES, \$2 PER DAY.